

The Topeka State Journal.

10 CENTS A WEEK. NIGHT EDITION. TOPEKA, KANSAS, THURSDAY EVENING, JULY 5, 1894. TWENTY-SECOND YEAR.

THE LOCAL STRIKE.

Matters Remain at a Standstill in Topeka.

A Few More Switchmen Join the Strikers.

A. R. U. MEMBERSHIP Said to Now Reach Thirteen Hundred in Topeka.

Many Applications for Work Are Being Made.

TAKES A NEW PHASE.

Telegraphers on the Santa Fe Are Shaky.

It Is Feared They May Go Out Tonight.

General Manager Frey's announcement that he would start all trains on the Santa Fe again today created considerable comment among the strike people on both sides of the question.

On this division at least, there is little change and the freight trains are not running through Topeka as yet, although one freight was reported started from Argentine.

The passenger train situation is almost exactly the same, locally, it has been for the past three or four days.

No. 5 from Kansas City came in on time today with its customary Pullman equipment of three coaches. No. 2 came in at 3:30 with two Pullman cars. Nos. 3 and 4 are en route to-day. No. 6 is expected to arrive at five o'clock and bring in its quota of three of the boycotted coaches.

In speaking of Mr. Frey's announcement President Sloan of the A. R. U. said: "I am not rich but I will give the road \$34 for every freight train it moves west out of Argentine today."

This morning the Atchison local freight was averted and the precedent having been established, the treatment has extended to all freight trains on this division up to the hour of going to press. A freight train came in from Atchison yesterday, E. was an extra class passenger car of merchandise from St. Joseph.

Claims a Big Membership. The local managers claim that the A. R. U. now has in Topeka a membership of at least thirteen hundred, and that none of them are working. The strike is extending to the switchmen, and four of the Santa Fe men quit this morning. They are: Lou Huxton, A. Bradshaw, Wm. Johnson and George Sholes.

The officials say it will not cripple the service much, however, as there have already been eighteen applications for their positions. The yardmaster has two crews working in the day time and one at night, which he says is all that is needed now. Four Rock Island switchmen, with George Lord in the lead, struck Tuesday, but as they had been laid off the night before it is not presumed that the action will have any decided effect upon the traffic.

Trainmaster Rice has had circulated an agreement among the employees of the local train service, with a view to putting them on record as to whether or not they will refuse to go out on their regular runs and perform their regular duties when called upon. He says that one brakeman refused to sign the roll and that all conductors signed it. At the round house none of the engineers or firemen have refused to go out since Sunday, when Harry Chapman was discharged. At Atchison an entirely new set of men are being called in.

In the Santa Fe yards and the strikers have been given notice that they will never be taken back. Two extra crews were sent from Topeka yesterday to take care of excursion trains out of St. Joe. The officials say they have no trouble in getting men to do all the work they want done here.

A Freight Sent East. General Manager J. J. Frey in speaking of the strike situation on the Santa Fe this afternoon said: "Everything is encouraging. Our Chicago and Denver trains are moving regularly as usual, and at 11 o'clock this morning a regular train in moving the first train load of freight out of our yards at Argentine for the east. This was a train of eighteen cars of perishable freight and it is the first train we have succeeded in moving toward Chicago from our Argentine freight yards since the opening of the strike."

"We expect to move more freight trains today than any day since the strike opened. We expect to get all the delayed trains out of the yards at La Junta, Trinidad and Raton before night and will move them both east and west. There is still some little trouble at Grand Junction on the Colorado Midland, but we seem to be getting the best of the situation. The deputies arrived there from Denver last evening about 7 o'clock and this morning our Denver train was moved out of Grand Junction on regular time."

When the JOURNAL reporter asked Mr. Frey about the story circulated on the street that he had offered to let all the men go back to work, who are willing to work, and pay them their two months' back salary, he said: "You just ask me that question, and deny it in the strongest language you know how to use. We have not for one moment even considered such a thing and it is entirely out of the question."

Mr. Frey said the Santa Fe has today succeeded in getting to work two switch engine crews in most of the yards between Kansas City and Chicago.

With the telegraphers strike? The general grievance committee of the Brotherhood of Railway Trainmen

consisting of some ten or twelve men from as many divisions of the brotherhood on the entire Santa Fe system are in session at the National hotel this afternoon to consider whether or not they shall join their forces with the A. R. U. in the present strike.

The chairman of the committee, R. H. Gunnington of Fort Madison, Iowa, is with them and has been in conference with General Manager Frey of the road today. To a JOURNAL reporter Mr. Gunnington said, "I do not anticipate that the brotherhood will decide to take any part as a body in the present difficulty. If the men choose to go out individually it is their own affair. They are not bound not to by our constitution, and they are at liberty to join the A. R. U. if they want to. The brotherhood has no grievance, however, and will not enter the strike."

Other members of the committee think differently though. One of them said this morning, "We are railroad men and it is a railroad fight. We are interested and we want to stay by our brothers. I am in favor of going out with the balance, and I believe a majority of the brotherhood is."

RANKIN MASON NAMED

Appointed U. S. Assistant District Attorney vice Morris Cliggett, Resigned.

WASHINGTON, July 5.—Rankin Mason has been appointed assistant United States attorney for the district of Kansas, vice Morris Cliggett, resigned.

The announcement in the above Associated Press dispatch from Washington that Rankin Mason has been appointed assistant United States attorney for the district of Kansas, to succeed Morris Cliggett resigned, was news to the politicians of all parties.

No one in Topeka except Mr. Mason and his most intimate friends knew that such a thing was likely to happen, as no one imagined Mr. Cliggett intended giving up his office, it is such an unusual occurrence, and he was such a satisfactory official that his removal was out of the question.

It is now learned that Mr. Cliggett voluntarily surrendered the office, because he could not afford to move to Topeka and give up his splendid law practice at Pittsburg and his law partner has become paralyzed. The assistant attorneyship pays a salary of \$125 a month and requires the holder of the office to live in Topeka.

The appointment of Mr. Mason is satisfactory to the leading Democrats of Topeka. David Overmyer, this Democratic candidate for governor, said: "It suits me exactly."

A RIOT AT BUTTE

Brought About by A. P. A. Emblems Adorning the Front of Saloons.

BUTTE, Mont., July 5.—An A. P. A. riot broke out here yesterday afternoon. One man is dead, one fatally and half a dozen more or less seriously wounded in the result of the outbreak. The saloons have been called out and stationed in one district of the city. All saloons have been closed as well as pawn shops and places where ammunition is sold.

The trouble was precipitated by two saloon keepers decorating the fronts of their places with bunting, forming the letters A. P. A. The crowd, which was presumably Catholics, set off a stick of giant powder under one of the windows, demolishing a large plate glass. This attracted a large crowd of people to the scene, which blocked the street all day. After the parade the police could not disperse the crowd. Several shots were fired and the first shot was fired by Wm. Ferguson at Wm. Page. This intensified feeling and the crowd started to tear down the buildings occupied by the saloon man who had the A. P. A. sign out.

John McIlhatton of the district court, appeared in a window and addressed the crowd, appealing to them to commit no overtact of violence and gave assurance that the trouble would end. The crowd could not be calmed, but was held at bay by wise counsel.

At 6:30 last evening the riot bells rang out and the first department of police and the crowd turning water upon it. The hose was then turned into Simon Hauswirth's saloon and the A. P. A. signs torn down. Several men inside the saloon began shooting. One man stood at the door and fired six shots into the crowd. The shooting then came upon the scene, and some of them were roughly handled and barely escaped with lives. The mayor then called upon the governor for militia and several local companies were ordered out. Ropes were drawn across the street and the militia were ordered to march all people quiet was restored at the immediate scene of the riot.

The following are the results of the shooting. D. H. Daly, a special policeman, was shot through the heart and instantly killed by Frank Munford, a banker.

Wm. Page received a glance shot over the eye.

Samuel Dunn was shot in the side and is probably fatally hurt.

About fifty arrests were made and the governor has been asked to send militia from Helena and other points in the state.

Burglars.

The grocery store at the corner of Fourth street and Western avenue was entered by burglars last night, who stole \$13 in cash and several boxes of cigars and other wares, in all amounting to \$25 or more. The robbers got in by crawling through a transom.

Club Closed.

Ben Jordan's alleged club on the south side of west Railroad street in North Topeka, was closed last night by Sheriff Burdge, and Jordan and Bob Campbell his "steward" are locked up in the county jail awaiting trial on the charge of selling liquor.

The Racing Matinee

For the benefit of Christ's hospital, which was to have taken place on the Fourth at the fair grounds, will be given Saturday afternoon. Admission 25c.

DEATH STRUGGLE

Of the Railroads and the Strikers Begun Today.

Wild Scenes in the Railroad Yards at Chicago.

CARS OVERTURNED.

Troops Drive the Rioters From One Place,

Only to Gather in Greater Force Elsewhere.

IT IS GROWING WORSE.

Mobs Becoming More and More Unruly Every Moment.

Fears That Scenes of Carnage Are Inevitable.

CHICAGO, July 5.—Regular troops made their first charge on the strikers at the yards this morning. Ninety of the 15th regiment under Major Hartz and Captains Chapin of Company B, and Mitchell of Company D, dispersed 3,000 men who were blocking the passage of a meat train near the main entrance to the yards. Swift & Co. were starting a train for New York.

It was ready to leave the yards but a crowd prevented its departure and refused to move from the tracks. Troops were sent for and the detachment under Major Hartz was soon on the ground. A short distance from the scene of the trouble the order to move on the double quick with fixed bayonets was given.

Through the crowd the soldiers moved without resistance and the strikers and their sympathizers fled without reforming.

The only incident that occurred during the night was a report that the deputies guarding the pump at the west end yards had been attacked. Reinforcements were sent, and it proved to be only a gang of boys returning from a Fourth of July dance who were standing off at a distance calling the deputies everything but gentlemen.

A strike was called. Deputy U. S. Marshall Pick and McGinn, on duty at Grand Crossing, claimed to see a striker approach a switch on the Illinois Central tracks today with the evident purpose of derailing an approaching train. The called on him to halt, but he ignored the command and they fired a shot.

One shot took effect in the fellow's leg. City policemen in the vicinity heard the shooting, came up and placed the deputy marshals under arrest. Some conflict of authority is likely to ensue as Grand Crossing is within the city limits, and the police have been instructed that their authority is paramount. The wounded striker was taken to a hospital.

The Illinois Central railroad renewed its suburban service today and a limited number of trains were running with the usual regularity. The officials believe the complete service will soon be restored. There was some trouble in securing crews for the engines.

Yard Full of Strikers.

Some time before noon today the yards at Fifty-fourth street filled with strikers. Companies C and G of the Fifteenth infantry had just arrived from Blue Island to reinforce troops already there. The troops got out of the car at Fifty-third street. Company C deployed and the troops marched through the yards at charge bayonets. The mob disappeared before them. Large crowds were on the top of the freight cars, but no stones were thrown. The yards have been closed.

A train on the Lake Shore was stopped at Forty-fourth street at 11 o'clock this morning. The engineer and fireman were requested to leave the engine and refused. They were then forcibly put off by the strikers. The engine was cut and the train was moved back into the yards by the strikers.

STOCK YARDS, CHICAGO, 12:45 p. m.—At the Forty-seventh street crossing of the Rock Island, an immense crowd was gathered, anticipating the arrival of an incoming Rock Island passenger train. The troops cleared the tracks, and notwithstanding there was considerable throwing, the train proceeded to the city.

At Dearborn Street Station.

At the Dearborn station an effort was being made today to get through passenger trains out on all of these roads. Most of the trains were getting out of the station. It was said no attempt to renew suburban service on any of the Dearborn station lines would be made today.

Gen. Miles at United States headquarters here said this forenoon that he considered the strike situation more favorable than was anticipated. He was hoping that serious trouble or bloodshed might be avoided.

Gen. Miles and other army officers held a consultation and it is understood that the subject of discussion was the disposition of troops along the Union Pacific and the possibility of bringing a detachment of troops here from Fort Omaha.

Reinforcements of Troops.

Gen. Schofield late last night wired Gen. Miles from Washington to order six companies from Fort Leavenworth, Kas., and two companies of the 19th infantry from Fort Brady, Mich., to Chicago immediately in order to insure the presence of a sufficient force to meet all emergencies.

This will increase the available force to two full regiments of infantry, besides the cavalry and artillery, making 1,000 men in all. General Miles received word at noon of the charge of the mob at the stock yards and remarked significantly: "Somebody will get hurt down there."

The rout of the strikers did not make

all plain sailing for the meat train, and at 1 o'clock this afternoon it had only moved as far as the Fort Wayne crossing, a short distance outside the yards. Through its short journey the men in charge had been harassed by the strikers and a continually increasing crowd made the situation serious.

Several times the soldiers were compelled to drive the men from the tracks. At the Fort Wayne crossing the gates were closed and no one would open them. The train was stalled at this point. Additions to the mob were being received continually and the crowd rapidly grew more excited. Threats of violence were loud and stones were thrown.

Cars Derailed.

Fifteen freight cars were overturned on the Lake Shore near Thirty-ninth street and Halstead, just at the entrance to the Union stock yards at 1:30 p. m. A number of cars belonging to the stock yards switching association were overturned a few moments before. The mob which numbered far up in the thousands rushed by common impulse at the cars and pitched them in the ditch.

No troops were at the scene of the trouble at the time. One thousand strikers congregated at Fortieth street and Wentworth avenue and tried to wreck the tower house on the Lake Shore and the Rock Island. Policeman Lieutenant Fitzpatrick was dispatched to the scene with a large force of police.

LATER.—The mob overturned about fifty freight cars on the Fort Wayne road. The attack was made between 30th and Root streets, a point not covered by the troops at the time.

Knives of Labor to Strikers.

At 12 m. today it was announced at the general managers' headquarters that information had been received of an order issued today by General Master Workman Sovereign of the K. of L. for a strike of all Knights between Omaha and the Pacific coast.

The strike order, it was stated, included Knights of Labor employees in all lines of business—not merely those working for the railroads. The information came to the general managers in a dispatch from Des Moines.

The order for a special grand jury to investigate violations of the United States statutes by the strike leaders was entered on the records today in accordance with the decision of Judge Grosscup.

Riotous Scenes.

The scenes attending the moving of the meat train in the stock yards today were most exciting. After the troops scattering the crowd at the first charge, the train started. Soldiers guarded the tracks and the cavalry preceded the train. Hooting and yelling on all sides, an increasing mob edged behind calling the men scabs and trying to hinder the operation of the switches.

Many women were in the crowd and their voices joined those of the men in deriding the troops and peace officers. The Forty-third street viaduct under which the train passed was crowded with angry spectators, but at this time the opposition confined itself to noise.

At Wallace street the train stopped while an attempt was made to replace a switch that had been thrown. Stone throwing for the first time interrupted the movement. S. Wright, an officer of the packing company was struck and knocked senseless by a rock. He had been trying to throw a switch. His fall was the signal for an order to the cavalry to charge in advance of the train. At the first move of the horsemen, the rioters turned back and the railway men threw the switch.

Cavalry Proves Effective.

Without further trouble the train proceeded to Dolse & Shepard's stone yards. The command to close in by the cavalry did not restore order. The order to clear the tracks was given and the horsemen rode into the crowd. The rioters scattered without being harmed.

From this point to the Ft. Wayne crossing the train made good headway. Closed gates at the crossing barred further progress and the train came to a standstill. No one would open the gates and the delay was prolonged. Beyond the crossing several freight cars were dumped sideways on the track and it was impossible to move them. Neither police nor the soldiers would touch the cars. At other points along the line the same blockade was made, and the afternoon was spent in an attempt to straighten up the road way.

About 10,000 people gathered around the stalled train, and any move by the railway officers it was expected would meet with violent opposition.

Cent on Mitchell.

Leaving the meat train at the crossing, the mob started down the tracks intent on mischief. The rioters proceeded to the switch tower near Fortieth street and Stewart avenue. They drove the operating gang out and when the structure was deserted, it was fired. A switch box controlling the interlocking system was fired, but in both cases the flames were extinguished without causing the destruction of the property.

A dummy train on the Fort Wayne from East Chicago stopped near the crossing at which the meat train was standing. It was the object of an attack by one section of the mob. The engineer and firemen were driven from the cab and the windows smashed. The conductor and passengers abandoned the train, and it was left to the mercy of the strikers. When it seemed permanently abandoned the strikers stopped their attack and continued their march along the tracks. Other freight cars were dumped across the tracks. The regulars remained with the meat train.

RAIDED THE A. R. U. HALL.

Soldiers Break Into the Meeting Room at Raton Looking for Arms.

RATON, N. M., July 5.—Citizens are very indignant at the action of the federal troops, 112 men from Fort Marcy, under command of Col. Pierson, who arrived last night. They charged through the town at double quick pace to the American Railway union hall, and with guns leveled, rushed into the hall, probably expecting to capture an arsenal of guns and ammunition. They made a thorough search of the premises, but found nothing.

Two companies of United States in-

fantry and one company U. S. cavalry, the latter from Fort Wingate, have arrived here. Not the slightest infraction of the law has been committed here since the strike commenced.

Supt. Hurley of the Santa Fe, said today that he expected to have seven engines fired upon, and would endeavor to have delayed passenger trains started from this place at once.

ALL OUT AT JOLIET.

Every Railroad Man in the City Quits Work.

JOLIET, Ill., July 5.—The Central Trades' and Labor council of Joliet held a session this morning and decided to tie up all roads as far as Joliet was concerned, the strike to take effect at noon. At that hour every switch engine in Joliet, all conductors, firemen, engineers, brakemen, switchmen, even flagmen went out and left the railroads helpless. The Illinois Street company's badly crippled in its yard service and no one will man their engine. The city water department will close tonight as the Santa Fe will not handle any fuel for them and the street railway will also close down this afternoon.

It is rumored that all Union labor in Joliet will be called out, but this has not yet been done.

TELEGRAPHERS MAY QUIT

On the Line of the Santa Fe Says an Emporia Dispatch.

EMPORIA, Kans., July 5.—Grand Chief Powell and Assistant Grand Chief Dolph of the Order of Railway Telegraphers have been holding conferences with the strikers in this city.

It is claimed by the strikers that the telegraphers on all the roads will be ordered out. Dolph says the executive board will meet to take action on the matter as soon as the feeling of the men on the various systems is ascertained. Telegrams thus far received by the grand officers, indicate that the telegraphers generally are becoming restless and want to go out in a body as O. R. T. men instead of A. R. U.

BRIGHTER AT ST. LOUIS.

Improvement in the Freight and Passenger Situation.

ST. LOUIS, July 5.—In the railroad yards and about the union depot today a more cheerful state of affairs exists and a braver attempt is being made to handle traffic. More switch engines are at work than at any time this week and more freight cars being moved.

The passenger service is improving and all roads report a better movement in that service. In spite of all this, the situation is still of a most serious character, for as one gain is reported, a loss is to be found in another.

At present the roads have practically no yard forces, yet there is not enough traffic in or out to keep even the existing force busy.

The Iron Mountain, the St. Louis, Keokuk & Northwestern and the M., K. & T. on the west side of the river, and the Toledo, St. Louis & Kansas City on the east side, are operating their yards with their regular crews and are experiencing no difficulty in hauling such business as comes to them. The fuel situation in St. Louis improved today. The ice men have sufficient ice to supply the city for at least two weeks.

The milkmen are experiencing considerable difficulty in supplying all customers.

WAITE OBJECTS TO MARSHALS.

Colorado's Governor Says No Individual or Corporation Can Hire Them.

DENVER, July 5.—In a speech at a Popular meeting, Governor Waite said: "Deputy United States marshals have no right whatever to be employed by any individual or corporation. In Colorado a receiver has enlisted an army of deputies and has sent them to Trinidad, and the papers tell me that the people there disarmed them."

This rally was given by the governor with significant emphasis and was cheered by the audience. "I say," said he in continuation, "that the United States courts, or the United States marshals, or both together have no right to come here and practically declare war in this manner."

BIG FOUR RESUMES.

The Strike Declared Off and the Wheels Begun to Turn.

ALTON, Ill., July 5.—The agent of the Big Four in this city said today that the strike on that road had been declared off and that all trainmen in the employ of the company in this city are working as usual. There is no truth in the report that Grand Master Sargent had ordered the firemen out.

ONE MORE WITH THE COMPANY.

A Man Who Was Famous in a Former Santa Fe Strike.

LA JUNTA, Colo., July 5.—No train has been south from here since one week ago yesterday, except a special containing deputies for Trinidad. The strikers are orderly, but as determined as ever. The only excitement here was caused by the ducking of two Denver brakemen, who were said to have taken the places of strikers.

Master Mechanic I. Conroe said today he had 50 men working in the shops and could get 200 when wanted.

DELAYED BY WATER.

Washouts on the Santa Fe in the Southwest Interfere With Operations.

TRINIDAD, Col., July 5.—It was the intention that Gen. McCook's troops should move on to Raton last night, but very heavy rains fell and put some of the track under water, so that the train could not move over the mountain this morning. A train with one company left at 6:30 today.

DENVER, July 5.—Seven of the men arrested at Pueblo yesterday by deputy marshals for interfering with the running of trains on roads in the hands of receivers arrived in Denver today and were lodged in jail. They will be taken before Judge Hallett to answer for contempt of court. Forty-eight prisoners taken at Trinidad yesterday are stalled

between Denver and Pueblo by a wash out on the Gulf road. They will get in this afternoon.

HIS WIFE IN THE CAB

With a Revolver Under Her Apron Ready for Use.

MEMPHIS, Tenn., July 5.—Traffic is suspended on the Kansas City, Memphis & Birmingham Kansas City, Fort Scott & Memphis and Iron Mountain roads.

Other roads are moving in fairly good shape. A warrant was issued from the federal court for the arrest of John Phillips, an employee of the Little Rock & Memphis road, who attempted to stop an out going mail train by shutting off the air brakes.

Conductor Harry McDonald turned the brake on again and took the train out with a revolver in his hand, threatening to kill any man who attempted to stop it. His wife stood by his side with a revolver held ready under her apron.

LAKE SHORE YARD MEN QUIT.

The Strike Extends to the Switchmen at Detroit.

DETROIT, July 5.—At 10 o'clock all the yard men, in the employ of the Lake Shore here quit work. Grand Haven and Milwaukee officials are doing the switching, most of the yard hands having struck.

BENTON HARBOR, Mich., July 5.—Forty-five yard employees of the Big Four struck here this morning.

JOLIET'S POSTMASTER SMART.

He Transfers the Chicago Mail Sacks to the Passenger Coaches.

JOLIET, Ill., July 5.—One of the features of the strike is the manner in which Joliet's postmaster has taken to get the United States mails through to Chicago.

Ending the mail car which was due in Chicago early in the day was blocked beyond hope of immediate relief, the postmaster ordered the mail sacks transferred to the passenger train on the C. & A.

The sacks had to be hurriedly thrown into the coaches and the United States mail and the passenger train got into Chicago in a mixed condition. It is said by postal officials that this is the first time such a thing has occurred since the inauguration of the mail cars.

UNBROKEN AT KANSAS CITY.

No Signs That the Tieup There is Yet Weakening.

KANSAS CITY, Mo., July 5.—The railroad tieup shows no sign of breaking here today. It looks now as if there will be a pretty general strike of switchmen this afternoon. The switchmen of the Hannibal & St. Joseph, a branch of the Burlington, went out this morning, and that road is now tied up at this point. One hundred switchmen on the Fort Scott & Memphis will undoubtedly quit this afternoon, which will stop traffic on that line, and also on the M. K. & T.

The K. C. St. J. & C. R. road switchmen have also decided to go out today.

The Alton and Washburn have done nothing today.

The Santa Fe moved one freight west from Argentine and managed to get out its regular passenger trains. All the passengers for California and Mexico via the Santa Fe, which have departed from this city within the past three days, were brought back here this morning free by the railroad company. They were unable to get beyond La Junta, Colo.

The Burlington accepted this morning 175 cars of dressed beef for New York. Things looked better than usual for moving this freight. It looks now as if it would rot in the company's yards.

A DEPUTY KILLS A MAN.

Great Excitement at Pueblo Over a Murder Growing Out of the Strike.

PUEBLO, Colo., July 5.—Jack Leech, a bar tender for George Stumpf, at 109 North Union avenue, was shot over the left eye by R. E. Taylor, a deputy marshal, at 1 o'clock this morning, and died at 1:55.

The deputies were refused drinks by Leech and the men went out on the sidewalk, where some talk arose between officers and bystanders and two soldiers of the Seventeenth infantry. Taylor says Leech pointed a gun at him and refused twice to put it up. He claims he shot in self-defense.

Eye-witnesses say Leech merely had the pistol by his side, and was intending to prevent trouble, when Taylor shot him without a word. Taylor is a Texan. Leech leaves a wife and three children in the east.

Deputy Taylor was later arrested on demand of the mayor and given in charge of the United States troops. The murder has created intense excitement and the streets are crowded with infuriated men. This morning a deputy was shot in the leg when crossing the Fourth street viaduct. The deputy is a half-breed negro and he says he was shot by a man named Anderson.

ONE MORE STRIKE ORDERED.

The Employees On the Colorado Midland Ordered to Quit.

DENVER, July 5.—United States Marshal Israel has issued orders to his deputies to arrest without warrants any man who by speech or act attempts to interfere with the operations of trains on railroads that are in receivers' hands, and to make particular effort to capture the strikers leaders.

Under the protection of troops and deputies, the Santa Fe and Denver & Gulf are attempting to run freight trains. The executive committee of the strikers has ordered a strike on the Colorado Midland, which will become effective today.

The Denver & Rio Grande is still prevented from sending trains west by the strike of firemen at Salida. President Jeffery declares he will set up a road for six months rather than break any contracts. The Union Pacific sent out a passenger train this forenoon, but will not attempt to run it beyond Cheyenne.

RAISED AT ST. JOSEPH.